
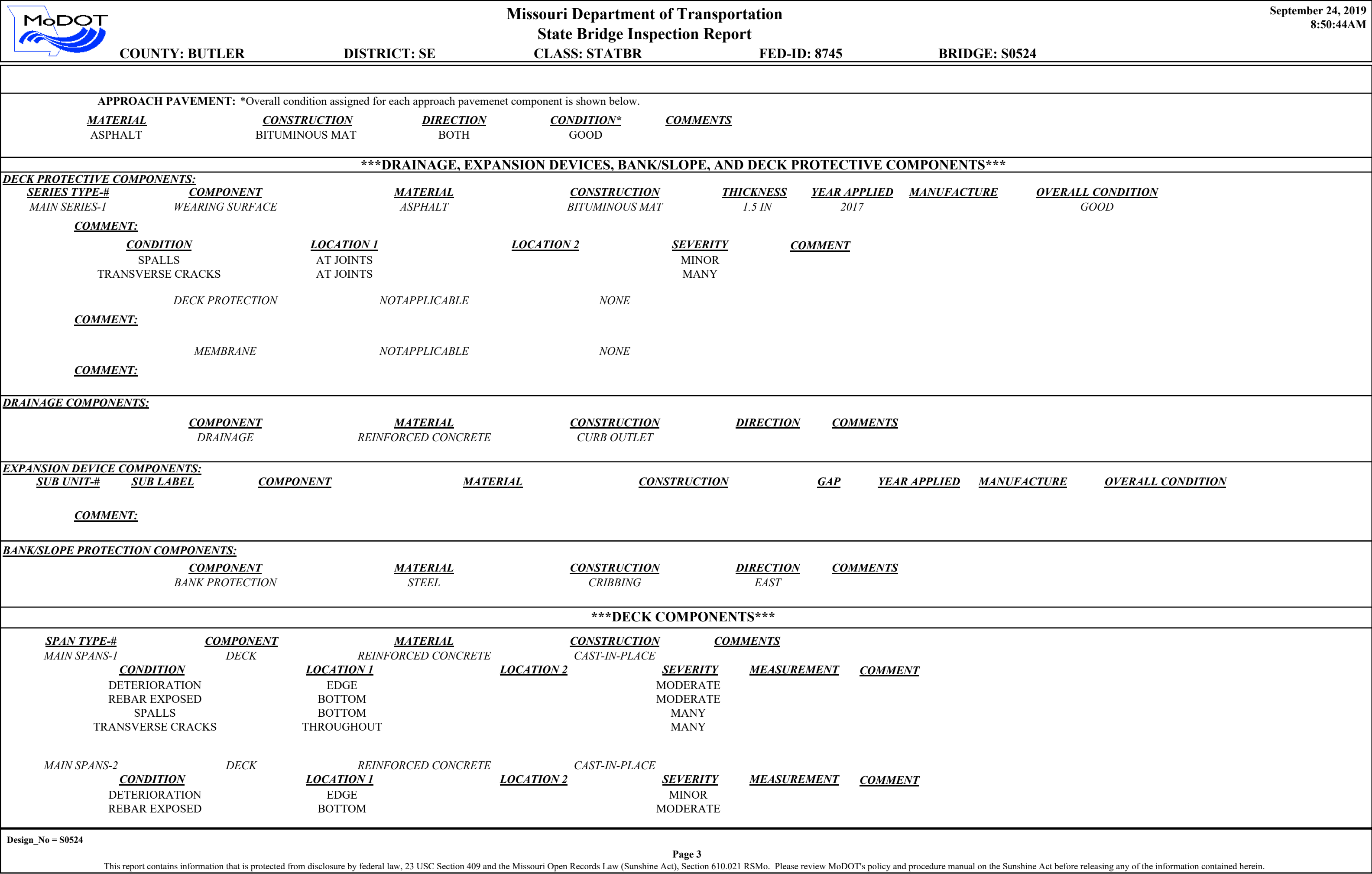
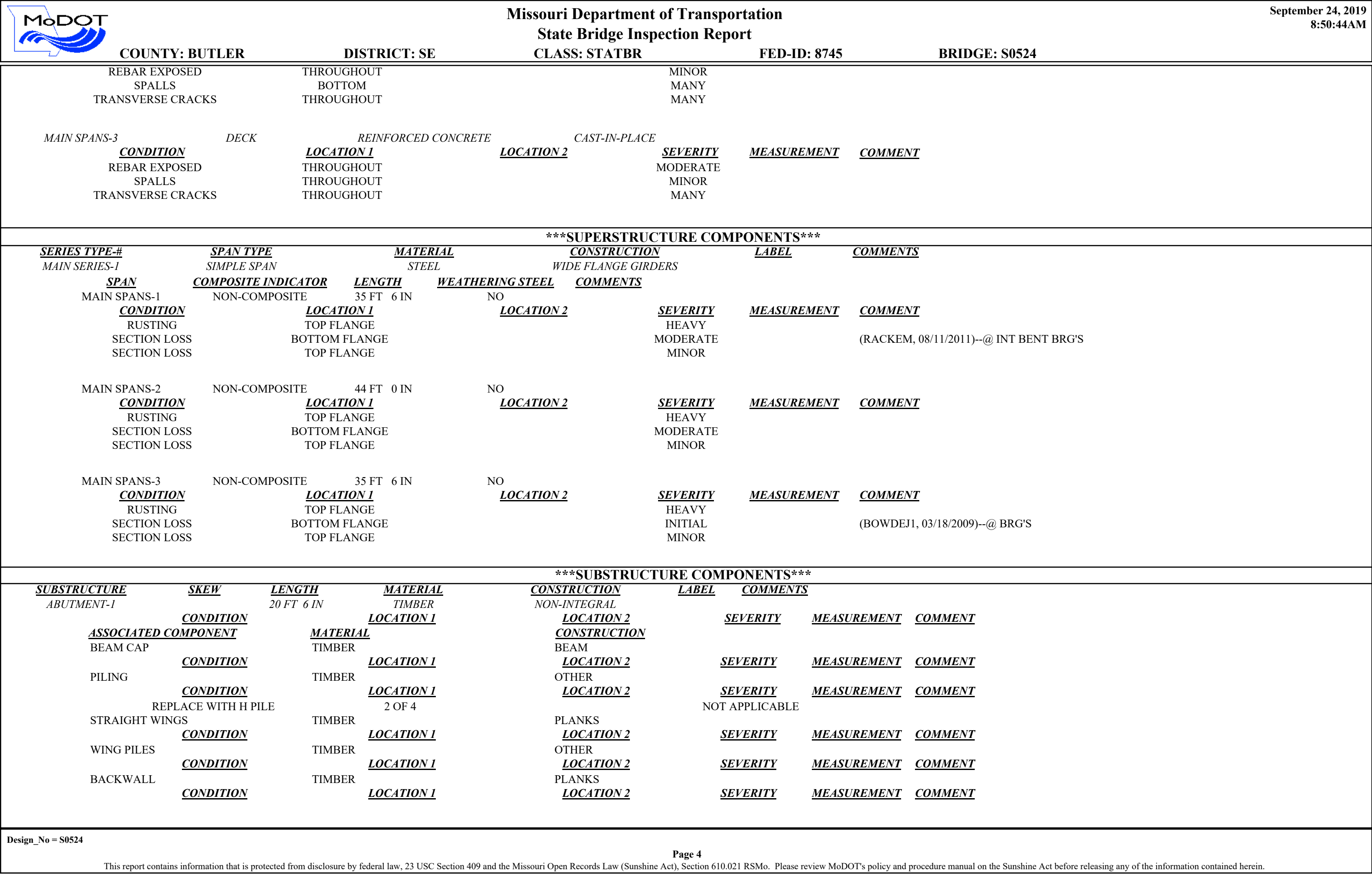
		<div>Missouri Department of Transportation</div> <div>State Bridge Inspection Report</div>				<div>September 24, 2019</div> <div>8:50:44AM</div>							
COUNTY: BUTLER		DISTRICT: SE		CLASS: STATBR		FED-ID: 8745		BRIDGE: S0524					
***GENERAL STRUCTURE INFORMATION***							***BRIDGE INSPECTION INFORMATION***						
<div>ROUTE: MO142E</div> <div>FEATURE: CANE CR</div> <div>STATUS: P-POSTLOAD</div> <div>LOG MILE: 106.166</div> <div>DETOUR: 26.00 MILES</div> <div>NHS: NO</div> <div>BUILT: 1932</div> <div>REHAB:</div> <div>LOCATION: S 13 T 22 R 5 E</div> <div>LATITUDE: 36 33 39.54 (DMS)</div> <div>LONGITUDE: 90 27 59.69 (DMS)</div>		<div># SPANS: 3</div> <div>LANES ON: 1</div> <div>LANES UNDER: 0</div> <div>COMPASS DIRECTION: WEST to EAST</div> <div>DIRECTION OF TRAFFIC: 1-LN/2-WAY</div> <div>FUNCTIONAL CLASS: RL-MINOR ARTERIAL</div> <div>NBI OWNER: MODOT</div> <div>NBI MAINTAINED: MODOT</div> <div>MAINTENANCE DISTRICT: SE</div> <div>MAINTENANCE COUNTY: BUTLER</div> <div>SUB AREA: 7H38</div>		<div>PLACE CODE: 51392 NEELY</div> <div>LENGTH: 118 FT 0 IN</div> <div>MAXIMUM SPAN: 44 FT 0 IN</div> <div>APPROACH ROADWAY: 20 FT 0 IN</div> <div>CURB TO CURB: 20 FT 0 IN</div> <div>OUT TO OUT: 21 FT 0 IN</div> <div>AADT: 385</div> <div>AADT YEAR: 2018</div> <div>AADT TRUCK: 12.5%</div> <div>FUTURE AADT: 616</div> <div>FUTURE AADT YEAR: 2038</div>		<div>DATE: 02/19/2019</div> <div>RESPONSIBILITY: DISTRICT</div> <div>FREQUENCY: 12</div> <div>CALCULATED INTERVAL**: 12</div> <div>TEAM LEADER: ED HESS</div> <div>ELEMENT: NO</div> <div>INSPECTOR 2: SEIJI SHIMBO</div> <div>INSPECTOR 4:</div> <div>INSPECTOR 3:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>							
						<div>GENERAL INSPECTION COMMENTS</div>							
***FRACTURE CRITICAL INSPECTION INFORMATION***					***INDEPTH INSPECTION INFORMATION***								
<div>DATE:</div> <div>FREQUENCY:</div> <div>TEAM LEADER:</div> <div>INSPECTOR 2:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>RESPONSIBILITY:</div> <div>CALCULATED INTERVAL**:</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY:</div> <div>NBI:</div> <div>METHOD:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>								
<div>FRACTURE CRITICAL INSPECTION COMMENTS</div>					<div>INDEPTH INSPECTION COMMENTS</div>								
***SPECIAL INSPECTION INFORMATION***					***UNDERWATER INSPECTION INFORMATION***								
<div>DATE: 07/09/2019</div> <div>FREQUENCY: 48</div> <div>TEAM LEADER: ED HESS</div> <div>INSPECTOR 2:</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>					<div>RESPONSIBILITY: DISTRICT</div> <div>CALCULATED INTERVAL**: 49</div> <div>INSPECTOR 3:</div> <div>INSPECTOR 4:</div> <div>CATEGORY: CHANNEL CROSS SEC'</div> <div>NBI: NO</div> <div>METHOD: WT TAPE</div> <div>** When calculated interval exceeds the frequency, a justification comment per BIRM is required.</div>								
<div>SPECIAL INSPECTION COMMENTS</div>					<div>UNDERWATER INSPECTION COMMENTS</div>								
OTHER SPECIAL INSPECTIONS					OTHER UNDERWATER INSPECTIONS								
<div>DATE</div> <div>05/09/2017</div>	<div>FREQUENCY</div> <div>999</div>	<div>CATEGORY</div> <div>DAMAGE POST INCIDENT</div>	<div>NBI</div> <div>NO</div>	<div>CALCULATED INTERVAL</div>	<div>RESPONSIBILITY</div> <div>DISTRICT</div>	<div>METHOD</div> <div>VISUAL</div>	<div>DATE</div>	<div>FREQUENCY</div>	<div>CATEGORY</div>	<div>NBI</div>	<div>CALCULATED INTERVAL</div>	<div>RESPONSIBILITY</div>	<div>METHOD</div>

		Missouri Department of Transportation			September 24, 2019	
		State Bridge Inspection Report			8:50:44AM	
COUNTY: BUTLER		DISTRICT: SE		CLASS: STATBR	FED-ID: 8745	BRIDGE: S0524
***STRUCTURE POSTING***						
APPROVED CATEGORY: S-5 Ton 1: 15 COMMENTS:		CENTERLINE OF BRIDGE AND TRUCKS OVER 15 TONS 15 MPH ON BRIDGE. Ton 2: Ton 3:				
FIELD CATEGORY: S-5 Ton 1: 15 COMMENTS:		CENTERLINE OF BRIDGE AND TRUCKS OVER 15 TONS 15 MPH ON BRIDGE. Ton 2: Ton 3: PROBLEM: PROBLEM DIRECTION:				
***GENERAL COMMENTS/MAJOR RATED ITEMS***						
GENERAL COMMENTS: (BOWDEJ1, 09/05/2008)--(35'-44'-35') SMP WF GDR SPANS						
[ITEM 58] DECK: 3-SERIOUS CONDITION RATING : 02/20/2018		COMMENTS: (RACKEM, 08/11/2011)--BOTTOM SPALLING / DELAMS.				
[ITEM 59] SUPER: 5-FAIR CONDITION RATING : 01/08/2009		COMMENTS: (RACKEM, 08/11/2011)--SECTION LOSS @ INT BT BEARING AREAS.				
[ITEM 60] SUB: 5-FAIR CONDITION RATING : 05/18/2001		COMMENTS: (STEGEC, 07/08/2013)--BOTH TIMBER PILE BENTS HAVE BEEN REPLACED WITH DRIVEN H-PILE BENTS				
[ITEM 61] BANK/CHANNEL: 4-SEVERE DAMAGE RATING : 02/20/2019		COMMENTS: (STEGEC, 06/13/2019)--SOME BROKEN CONCRETE SLABS AND ROCK HAS BEEN INSTALLED FOR BANK PROTECTION; SOME ONGOING CHANNEL DEGRADATION				
[ITEM 113] SCOUR: 8-STABLE FOR CALCULATED RATING : 05/18/2001 EVALUATION TYPE :		COMMENTS:				
[ITEM 71] WATERWAY ADEQUACY: DECK/APPRCH OVERTOP SLIGT RATING : 05/18/2001		COMMENTS:				
[ITEM 72] APPRRDWY ALIGNMENT: 8-VERYGOOD RATING : 05/18/2001		COMMENTS:				
***RAILING AND APPROACH PAVEMENT COMPONENTS AND RATINGS***						
[ITEM 36A] BRIDGE RAILING RATING: DOESNT MEET CURRNT STND-0		RATING : 02/24/2004		COMMENTS:		
<u>MATERIAL</u> REINFORCED CONCRETE	<u>CONSTRUCTION</u> CURB	<u>DIRECTION</u> BOTH	<u>COMMENTS</u>			
STEEL	ANGLE-DOUBLE	BOTH				
<u>CONDITION</u> COLLISION DAMAGE	<u>LOCATION 1</u> ROADWAY FACE	<u>LOCATION 2</u>	<u>SEVERITY</u> MODERATE	<u>COMMENT</u> (BOWDEJ1, 11/26/2007)--N.W. CORNER		
[ITEM 36B] TRANSITION RAILING RATING: NOT PROVIDED-0		RATING : 05/18/2001		COMMENTS:		
[ITEM 36C] APPROACH RAILING RATING: NOT PROVIDED-0		RATING : 05/18/2001		COMMENTS:		
[ITEM 36D] RAIL END TREATMENT RATING: NOT PROVIDED-0		RATING : 05/18/2001		COMMENTS:		
Design_No = S0524						
Page 2						
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# Missouri Department of Transportation State Bridge Inspection Report

September 24, 2019  
8:50:44AM

**COUNTY: BUTLER**

**DISTRICT: SE**

**CLASS: STATBR**

FED-ID: 8745

BRIDGE: S0524

BENT-2		20 FT 6 IN	TIMBER	PILE CAP			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>	<u>CONSTRUCTION</u>			
	BEAM CAP		STEEL	H-SHAPE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PILING		STEEL	H-SHAPE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PITTING		WATERLINE		MINOR		
	RUSTING		THROUGHOUT		MINOR		
CROSS BRACING		STEEL		ANGLE			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BENT-3		20 FT 6 IN	TIMBER	PILE CAP			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>	<u>CONSTRUCTION</u>			
	BEAM CAP		STEEL	H-SHAPE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PILING		STEEL	H-SHAPE			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	OTHER		WATERLINE		NOT APPLICABLE		
	PITTING		WATERLINE		MINOR		
	RUSTING		THROUGHOUT		MINOR		
CROSS BRACING		STEEL		ANGLE			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
ABUTMENT-4		20 FT 6 IN	TIMBER	NON-INTEGRAL			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	<u>ASSOCIATED COMPONENT</u>		<u>MATERIAL</u>	<u>CONSTRUCTION</u>			
	BEAM CAP		TIMBER	BEAM			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	PILING		TIMBER	OTHER			
	<u>CONDITION</u>		<u>LOCATION 1</u>	<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
	OTHER		RANDOM		NOT APPLICABLE		(SHRUBM1, 12/27/2011)--EROSION AT SOUTHWEST CORNER - MODERATE
	REPLACE WITH H PILE		ALL		NOT APPLICABLE		(SIMPSB, 03/07/2006)--2 STEEL HP
							2 CONCRETE STUBS
STRAIGHT WINGS		TIMBER		PLANKS			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
WING PILES		TIMBER		OTHER			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>
BACKWALL		TIMBER		PLANKS			
<u>CONDITION</u>		<u>LOCATION 1</u>		<u>LOCATION 2</u>	<u>SEVERITY</u>	<u>MEASUREMENT</u>	<u>COMMENT</u>

\*\*\*OVER/UNDER ROUTES CLEARANCE INFORMATION\*\*\*

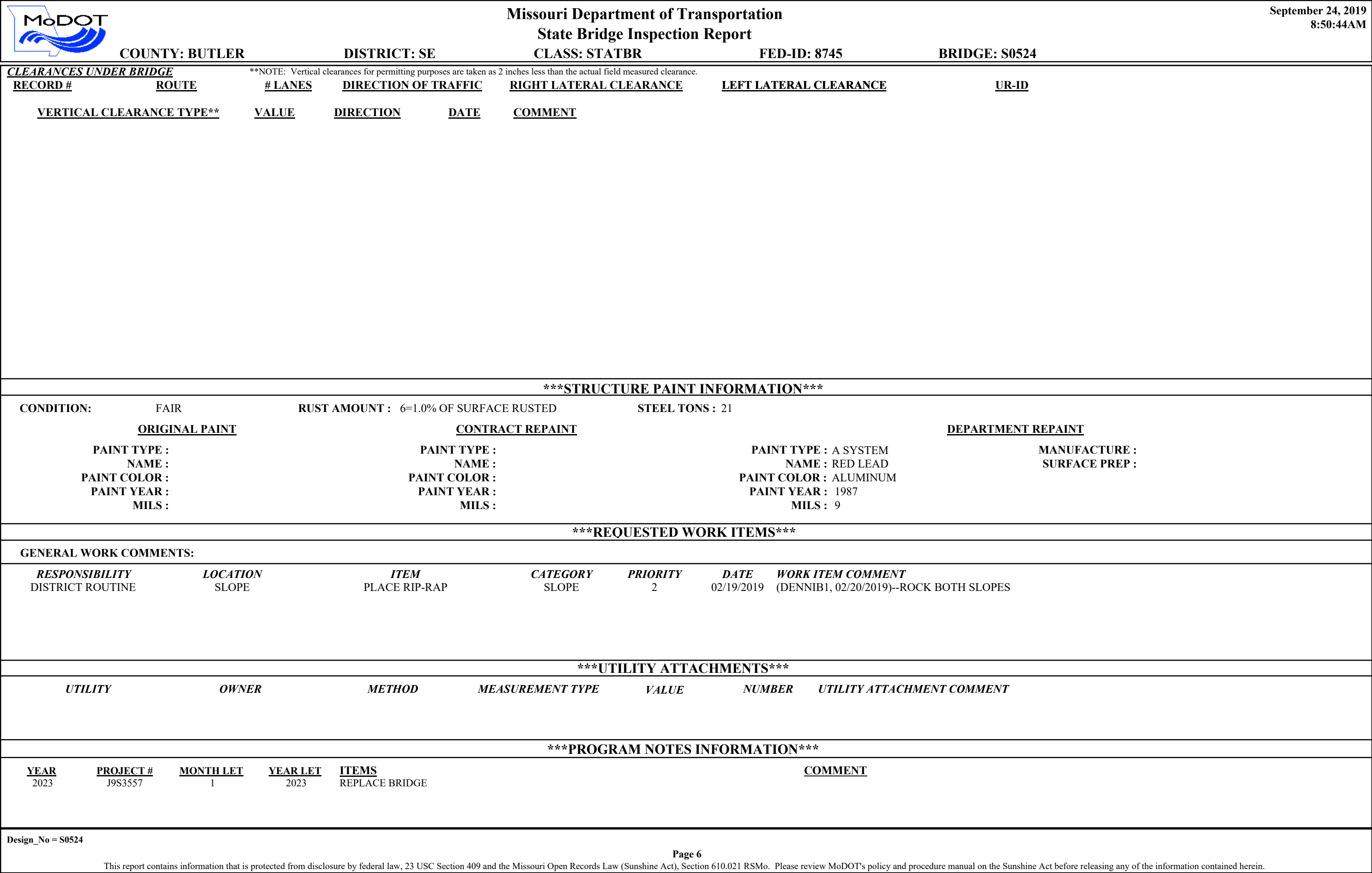
### CLEARANCES OVER DECK


\*\*NOTE: Vertical clearances for permitting purposes are taken as 2 inches less than the actual field measured clearance.

<u>VERTICAL CLEARANCE TYPE**</u>	<u>VALUE</u>	<u>DIRECTION</u>	<u>DATE</u>	<u>COMMENT</u>

**Design\_No = S0524**

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			<b>Missouri Department of Transportation</b>		September 24, 2019	
			<b>State Bridge Inspection Report</b>		8:50:44AM	
<b>COUNTY: BUTLER</b>			<b>DISTRICT: SE</b>		<b>CLASS: STATBR</b>	
			<b>FED-ID: 8745</b>		<b>BRIDGE: S0524</b>	
<b>***COMPUTER GENERATED RATINGS AND DEFICIENCY ITEMS***</b>					<b>***ADVANCED SIGN INFORMATION***</b>	
NOTE: The items listed in this section are updated whenever computer edits are ran on a structure after the inspection updates have been entered in to TMS.					<b>SIGN #</b>	
					<b>SIGN TYPE</b>	
					<b>PROBLEM</b>	
					<b>PROBLEM DIRECTION</b>	
<b><u>Rated Item</u></b>					1	
<b><u>Rating</u></b>					YIELD TO ONCOMING TRAFFIC	
<b><u>Rating Date</u></b>					2	
[Item 67] Structure Evaluation Rating: 4-MEETS MINIMUM TOLERABLE 2/5/2010					B - ONE LANE BRIDGE	
[Item 68] Deck Geometry Rating: 4-MEETS MINIMUM TOLERABLE 2/20/2018						
[Item 69] Underclearance: N-NOT APPLICABLE 5/18/2001						
Sufficiency Rating: 47.6% 2/20/2018						
Deficiency: STRUCTURAL 3/1/2017						
Funding Eligibility: FULL ----						
Estimated New Structure Length: 148 FT. ----						
Estimated Structure Cost: \$514,951 ----						
Estimated Total Project Cost: \$772,426 ----						
Year of Cost Estimate: 2019 ----						
NOTE: The above structure length and cost estimates are computer generated using algorithms in the TMS system. These algorithms are generalized to use NB items to come up with a new structure length and width to calculate a new area which is taken times a representative cost per square foot. The actual structure siz and cost may vary significantly from these numbers once site specific engineering is done.						
					<b>***OUTFALL INSPECTION INFORMATION***</b>	
					# OUTFALLS:	
					INSPECTOR:	
					STATUS:	
					DATE:	
					NOTES:	



